ASSET MANAGEMENT COUNCIL

2006 - 2009 WORK PROGRAM

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TRANSPORTATION ASSET MANAGEMENT COUNCIL
WORK PROGRAM
June 1, 2006 – May 31, 2009

Transportation Asset Management Goal Statement: The Transportation Asset Management Council will expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges through coordination and collaboration among state and local transportation agencies by:

1. Surveying and reporting the condition of roads and bridges by functional classification categories for the State and Regional Planning areas,
2. Assessing completed and planned investments in roads and bridges by the various transportation agencies of the state,
3. Supporting the development of appropriate asset management tools and procedures,
4. Providing education and training on the benefits of developing road improvement programs through the use of asset management principles and procedures.

Our expected outcome is an asset management process that is easily used and communicated and leads to a road network that is managed by function.

I. SURVEYING AND REPORTING ROAD & BRIDGE CONDITIONS

A. Conduct an annual pavement condition rating using the PASER methodology on the federal-aid eligible system for at least two more years. Priority 1

B. Investigate and demonstrate other road rating methods, including those being used by various transportation agencies in Michigan. Compare the cost, efficiency, and reliability of those methods to PASER. Determine if equivalency tables can be used to report consistent ratings across the state. Priority 7

C. Adopt a method of rating bridges.   Priority 2

D. Demonstrate the cost and efficiency of conducting road and bridge condition ratings on the non-federal aid eligible system. Studies should include demonstrating the use of PASER and other available rating methods and should also address the procedures and reliability of sampling.   Priority 5

E. Find alternative methodologies for collecting system condition data for consistent statewide reporting (PASER, other). Priority 6

F. TAM will have a view of the entire system. Priority 4

G. Develop strategies for the federal-aid road system. Priority 3

II. ASSESSING COMPLETED AND PLANNED INVESTMENTS

A. Finalize the data elements necessary to determine annual investments in bridges for all road agencies. Data items should be identified that are required for statewide reporting as well as those that are required for implementation of baseline tools and procedures at the individual agency level. Priority 1

B. Collect data necessary on annual investment levels in roads and bridges consistent with the requirements of the data model used for annual reporting to the State Transportation Commission. **Priority 2**

C. Review and revise (as necessary) the procedures to report the cost, type, and location/extent of planned 3-year road and bridge improvements. **Priority 3**

D. Work toward streamlining reporting requirements for asset management data with existing reporting for Act 51, GASB 34, and other required reports.

III. <u>**SUPPORTING ASSET MANAGEMENT TOOLS & PROCEDURES**</u>

A. Select a computer model capable of forecasting future system conditions on Michigan's bridges based upon surveyed conditions and reported improvements. The model must be capable of testing various scenarios for improvement type and levels of investment. **Priority 1**

B. Support the development of "best practice" procedures to move from data collection mode to assisting local agencies with the implementation of asset management. **Priority 2**

C. Demonstrate the use of asset management principles and procedures for developing road and bridge improvement programs including effective and innovative methods to involve citizens and elected/appointed officials.

IV. <u>**PROVIDE EDUCATION & TRAINING**</u>

A. Develop an annual education and training program in coordination with the state's MPOs/RPOs on the following:
   1. Pavement condition survey procedures (beginning with PASER)
   2. Bridge condition survey procedures
   3. Data requirements and reporting procedures for completed and planned (3-year) road and bridge improvements
   4. Develop procedures for developing a multi-year road and bridge program
   5. Improve training and marketing tools and resources

B. Establish the state's MPOs/RPOs as the resource/support agencies for condition surveys, collection of investment information, and assistance to local transportation agencies to develop multi-year program using the principles and procedures of asset management.

C. Provide timely materials, educational opportunities, and information to key stakeholder groups and local road agencies.

D. Improve the process for developing, selecting, and completing pilot projects that will assist the TAMC in achieving its goals and objectives.

E. Annually evaluate and revise (if necessary) the education and training program.

V.   **DEVELOP AND MAINTAIN A SPIRIT OF COOPERATION AMONGST ROAD AGENCIES**

A.   Maintain ongoing communication with the State Transportation Commission and key stakeholder groups.

B.   Conduct studies and data collection efforts through coordination and collaboration among state and local road agencies.

C.   Provide an asset management presence at annual conferences of the MML, CRAM, MAR/3C, APWA, MAC, MTA.

D.   Continue working with cities, villages, county road commissions, MPOs and regions to implement statewide asset management program.

VI.   **MANAGEMENT OF THE TRANSPORTATION ASSET MANAGEMENT PROGRAM**

A.   Adopt the content and format for the Annual Report to the State Transportation Commission and Legislature. Consideration should be given to the following elements:
- Existing condition of roads and bridges by functional classification categories (state and sub-regions)
- Existing and planned investments in roads and bridges
- Projected condition of roads and bridges based upon current funding levels and planned investments
- Analysis of alternative investments and funding level classification
- Recommended system condition goals by functional classification categories
- Recommended best practice tools and procedures that advance the principles of asset management adopted by the TAMC.
- Description of the TAMC program for education and training in asset management to the various transportation agencies of Michigan.

B.   Staff will manage the on-going activities of the TAMC in a manner that is technically sound, objective, cooperative, open, and simple to communicate.

C.   Develop annual budget.

D.   Continue working with the Center for Geographic Information as the central data agency required by Act 499 of 2002.

E.   Evaluate reasons for local road agencies not registering or reporting required asset management information.

VII.   **OTHER ACTIVITIES**

A.   Consider establishing the Technical Advisory Panel as permitted by Act 499 of 2002.

B. Maintain liaison with state and national organizations involved in asset management.

C. Establish set of performance measures for use in asset management.

D. Determine means of educating public and elected officials on transportation funding.

E. Review current definition of "maintenance."

F. Work towards streamlining of reporting requirements for asset management data with existing reporting for Act 51, GASB 34 and other required reports.